RAILROADS.

PALTIMORN AND OHIO BAILBOAD.

Wavermore, Oct 29, 1805.
Trains between WASHINGTON and BALTI
MORR, and WASHINGTON AND THE WEST
see now run as follows, vis:
FOR BALTIMORS.
Leave daily, except Sunday, at 6.30, 8.20, and
11.15 a. m., and 3.30, 4.0, and 7.30 p. m. FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 6 15 a. m. and

3.30 b. m.
FOR PRINCIPAL WAY STATIONS, viz:
Hiadensburg, Beitsville, Laurel, Anapolis
Junction, and Reisy Honse, leaves 4.02 and 5.20
a. m., and 5.30 and 4.40 p. m. daily, except Suaday.

FOR ANNAPOLIS.

at 6 20 and 5 20 a.m., and 4.40 p m more proper Sunday. No train to or from An on Sunday. ON SUNDAY.

napolis on Shuday.

ON SUNDAY.

FOR BALTIMORR.

FOR WAY STATIONS.

Leave at 8. 20 a.m. and 1.35, 3.50 and 7.30 p. m.

FOR WAY STATIONS.

Leave at 8. 20 a.m. and 3.50 p. m.

Leave daily, except Sincidey, at 7.30 a.m. and
1.15 and 7.30 p. m. except size Saturday, when
latest train leaves at 1.10 p. m.

On Sunday, at 1.10 and 7.30 p. m. only, consecting at Relay Station with trains from Balthought of the size of the size

NOTICE TO SOUTHERN TRAVELERS THE OLD AND DIRECT LINE ENTIRELY COM STAGING ENTIRELY DISCONTINUED.

50 MILES SHORTER AND 3 HOURS QUICKER
THAN BY ANY OTHER ROUTS.
TWICE DAILY.
On and after MONDAY, September 25, the old
and favorite line from WARIINOTON, viii FREDERICKSBUEG, to RUCHMOND, will be ruTWICE DAILY, (Sunday sights excepted,) as follows:

TWICE DAILY, (Sanday nights excepted,) as follows:
The fast and commodious steamer KEYPORT, Capitain Frank Hollingshead, and C. VANDER-HLT, Capitain A. L. Colmary, will leave the what, foot of flixth street, Washington, twice daily, (Sinday nights excepted,) at 7 s. m., and 5.45 p.m., arriving at Aquia Creek by 19.30 s. m., and 12.35 p.m., and thence by the Richmond, Fredericksburg, and Potomac Railroad, now entirely completed, to Richmond, arriving there at 2.30 p.m., and 0.20 s. m., affording ample time for dining in Richmond, and making connections with the Richmond and Petersburg Railroad for Petersburg and points south of Petersburg.
The steamer leaving Washington at 8.45 p. m., arrives in Richmond at 5.20 s. m., affording miple time for breakfast, and connection with the Richmond and Dairville trains for Daarville, C., and Richmond and Dairville trains for Daarville, C., and Chester, S. C.
On BUNDAYS leave WASHINOTON at 7 s. m. only, and arrive in Richmond at 3.25 p. m. Hacznagesbesked through to Richmond from

PHILADELPHIA, WILMINGTON, AND

TIME TABLE.

Commencing MONDAY, December 19th, 1884, trains will lessy depot, cornier of Broad arrest and Washington avenue, as follow Mondays exExperience of the Commence of the Commence

Wilmington for Rattors, maistury, and mind dist stations.

Express Train at 1.15 p. m., (Sandays excepted,) for Battimore and Washington, stopping at Chester, Wilmington, Bikton, Perryville, and Havre-de-Graco.

Express Train at 3.00 p. m., (Sundays excepted,) for Battimors and Washington, stopping at Wilmington, Newark, Bikton, Northeast, Parryville, Havre-de-Graco, Perryman's, and Magnalla.

at Wilmington, Newark, Elkton, Northeast, Perryville, Harre-de-Grace, Perryman's, and Magnolla.
Night Express at 11.15 p. m., for Haltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,) Wilmington, Newark, Elkton, Northeast, Perryville, and Havre-de-Grace.
Passengers for Fortess Monroe will take the 8.15 a. m. train.
ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilming-ton—

Leave Philadelphia at 11,00 s. fb., 4,00, 5,36 and 10,00 p. m. The 4,00 p. m. train connects with Delaware Ratiroad for Milford and inter-

d 6.30 p. m. THROUGH TRAINS FROM BALTIMORE— eave Wilmington at 12 m., 4.24, 8.33 and 9.54 p. m. CHESTER FOR PHILADELPHIA—Leave Ches-ter at 8, 15, 10, 14 a. 16, , 12, 36, 3, 13, 4, 54, 7, 20

ter at 4, 15, 10.14 a. m., 12.36, 3.13, 4.04, 7. 20 and 8.05 p. m. SUNDAY TRAINS.

Express Train at 4.05 a. m. for Baltimore and Washington, stopping at Wilmington, Perryvilla, Havre-de-Grace, Aberdoen, Forryman's

ville. Havre-de-Urace, Aberdeen, Purryman's and Magnolla.

Right Express at 11.10 p. m. for Haitimore and Washington, stopping at Chester, (for Haitimore and Washington, stopping at Chester, (for Haitimore and Washington passengers.) Wilmington and Havre-de-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

Hallings and Way Stations.

Hallings at Stations at 0.50 p. m. stopping at Havre-de-Grace, Perryville and Wilmington. Also stops at Histon and Newark (to take passengers for Philadelphia and leave passengers from Washington or Haitimore,) and Chester to leave passengers from Baltimore or Washing-tos.

Leave Wilmington for Philadelphia at 6.30 P. III.

FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 8.25 s. III., Way Mall; 1.10
p. III., Express; 4.25 p. III., Way Train; 8.35
p. III., Express; 9.25 III., Express; P. III.

TRAINS FOR BALTIMORE

## Daily National Republican.

WASHINGTON, D. C., MONDAY EVENING, OCTOBER 80, 1865.

NO.-285.

RAILROADS.

CREAT PENNSYLVANIA ROUTE TO BORTHWEST AND SOUTHWEST. ON AND AFTER DECEMBER 25, trains will save Baltimore, from North Calvert Station, as 

THE 6.16 A. M. TRAIN FROM WARHINGTOR Connects with the 9.20 a. m. train from Bal-timore for Fittaburgh and the West, and for Elmirs, Buffalo, Rothester, Dun-kirk, Canadatgus, and Niagara Falls, and for New York City.

THE 4, 30 P. M. TRAIN PROM WASHINGTON Connects with the 5 p. m. train from Bal-timore for Pitteburg and Eric.

THE 6.45 P. M. TRAIN FROM WASHINGTON
Gouncets with the 10 p. m. Express from
Baltimore and runs through to Pittsburgh and Ellints, without change
of ears, connecting at Pittsburgh
for Cincincast, Chicago, and
8t. Louis, and at Elmira
for Buffalo, Roches[ter, and Syraouse.]

ONE THROUGH TRAIN ON SUNDAY, Leaving Washington at 3 o'clock p. m. SLEEPING CARS ON NIGHT TRAINS.

EOLDIERS' TICRETS AT GOVERN-RELOW FARE AND QU', OK TIME.

AT FOR TICKES AND ANY IT, formalion apply at
the Office of the Great Pent-sylvania Rotte, corner Fennsylvania avenue and Sixth street, under
National Hotel, and Depot House, No. 485 carreet,
near New Jerssy avenue, Washington.

J. N. DUBARRY,

Sensylvaniandeni N. C. H. E.

Gr.porintendent N. C. R. E.

B. J. N. DUBARRY,
Gr.porintendent N. C. R. E.

B. J. WILKITS,
JNO. GILLETT, Passenger and Ticket Agent,
Corner Sixth street and Pennsylvania avenue,
de38-17

ORANGE AND ALEXANDRIA RAIL-ROAD.—THROUGH by RAIL FROM WABH-INGTON AND ALEXANDRIA TO RICHMOND AND LYNCHBURG.
On and after FRIDAY, September 1, 1965, the trains on this road will run as follows:

On and after FHIDAY, September 1, 1805, the trains on this road will run as follows:

TRAINS SOUTH.

Leave Washington at 7 a. m. and 8 30 p. m.
Leave Alexandria at 7.35 a. m. and 9 p. m.
Leave Alexandria at 7.35 a. m. and 9 p. m.
Leave Alexandria at 7.35 a. m. and 9 p. m.
Leave Carlon at 12 30 p. m. and 140 a. m.
Arrive at Lyachburg at 3 30 p. m. and 4.5 a. m.
Arrive at Lyachburg at 3.50 p. m. and 4.5 p. m.
Leave Richmond at 7 a. m. and 7.15 p. m.
Leave Richmond at 7 a. m. and 7.15 p. m.
Leave Richmond at 7 a. m. and 7.15 p. m.
Arrive at Washington at 4.50 p. m. and 4.50 a. m.
On Studays leave Washington at 8.30 p. m. only.
Local freight train leave Alexandria at 4 a. m., arriving in Gordonsville at 12.30 p. m., arriving in
Alexandria at 8 p. m.
Through freight train leaves Alexandria at 3 a. m., arriving in Lyachburg at 7.10 p. m.
Leaves Gordonsville at 12.30 p. m., arriving in
Alexandria at 9. m.
Through freight train leaves Alexandria at 3 a. m., arriving in Lyachburg at 7.10 p. m.
Leaves Lyachburg at 3.30 a. m., arriving in
Alexandria at 9.10 p. m.
Passengers from Warrenton will take the 7 s. m. train south from Washington, and the 6.43 s. m.
trains north from Washington, and the 6.43 s. m.
trains north from Mashington, and the full p. m.
trains from Klehmond connect with trains p. m. trains from Klehmond connect with trains to Washington for all parts of the North and
West.
This routs has the advantage over all others by

at Washington for all parts of the North and West.

This routs has the advantage over all others by having a continuous rail from New York to Lynchourg, 405 miles.

It also passes through Fairfax, Bull Run, Manassas, Bristow, Callett's, Expushannock, Callepoper, Orange, and Gordonville, where many of the great battles of the late rebellion were fought.

Tickets can be procured in Adams' Express Building, opposite the B and O. R. R. Depot, in Washington; also, at the Depot, on Maryland avenue.

Washington, W. H. McCafferty.
Washington. W. H. McCafferty.
Tagaral Superlatendent.

General Superintendent.

J. M. BEOADIS,

General Passenger Agent. ARRANGEMENTS 1864

NEW YORK LINES.

THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND TRENTON BAILBOAD COMPA

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHIARF AND

TILL LEAVE AS FOLLOWS, VIZ: A. Accommodation.

A. Accommodation.

A. Accommodation.

42 25 35 16 a. m., via Camden and Jersey City.

New Jersey Accummodation.

43 a. m., via Camden and Jersey City.

Morning Express.

45 a. m., via Camden and Jersey City.

25 Morning Express.

3 00 2d Class Ticket. m., via Camden and Ambo —C. and Accommodation. , m., via Camden and Ambo y—C. and Express A. Express...

At 3 n. m., via Kensington and Jersey
Gity-Washington and N. Y. Express...

At 65 p. m., via Lensington and Jersey

At 654 p. m., via Annelogion and N. Y. Express.
Giy-Evening Mail.
At 1154 p. m., via Annelogion and Jersey
Gity-South-arn Mail.
At 1154 p. m., via Konsington and Jersey
Gity-South-arn Mail.
At 154 (Sight) via Konsington and Jersey
ety-Se athern Express.
At 6 p. m., via Camden and Amboy-Accumvaculation (reight and passenger:)

2d class ticket.

The 8.15 p. m. Evening Mail and the 1.
(Sight) Southern Express will run daily, (
others, Sandays excepted.)

PHILADELPHIA AND News

PHILADELPHIA AND NEW YORK LINES Loave Walnut street wharf at 6 and 8 a. m., 12 m., and 2 p. m.
Leave Kensulnyton Depot at 11.16 a. m., 2.35, 4. 50 and 6.45 p. m., and 12.50 a. m. (aight.)
The 6.45 p. m. line rune daily; (alf others, Sundays excepted.)

NEW YORK AND PHILADELPHIA LINES. eave foot of Barclay street at 6 s. m. and 2 Leave foot of Barciay street at 6 a. m. and 2 p. m.
From foot of Cortland street at 7, 8, and 10 a. m., 12 m., 4 and 6 p. m., and 12 night.
The 6 p. m. line runs d. lly; (all others, 8 andays excepted.)
W. H. GATZMER, Agent,
Philadelphia and New York Lines.
Philadelphia and New York Lines.
Control of the Control of the

YORK. WASHINGTON, October 20, 1865.
Trains between Washington and New York are
now run as follows, vir:
YOR NEW YORK, without chang e of cars,
heave daily (except Sunday) at 7.30 a.m., and
8 and 7.30 p.m.
YOR NEW YORK, changing car m at Philadelobia.

ita, Leave daily (except Sunday) at 11.15 g, m., and

Leave daily (except Sunday) at 11.15 g. m., and 4.40 p. m. FOR PHILADELIPI IA.

Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.40 and 7.30 p m.

ON SUNDAY.

Leave for New York at 6 p. m. o uly.

Leave for Philadelphia at 7.30 p. m. only.

Bleeping cars for New York on 7.30 p. m. train and ally, except Sunday. On Sur day, train and sleeping car run only to Philadelphia. New York, or Boeton, can be had at the fation office at all the American Tolograph outf ding. Pennsylvania streets.

Bee Baltimore and Car-and -a-half and Sixth See Baltimore and Carterian Tolograph outfulney.

he American Telegraph but area, venue, between Four-and and share directs.

Bes Baltimore and Ohlo re allroad advertisement for schedule between W. shington, Haltimore, Annapolis, and the West.

W. P. SMITH,

Mast er of Transportation,
L. M. COLE,

General, Tukets Agent,
OR. S. KOONTE,
Agent, Washington.

STEAMSHIPS. A TLANTIC STEAMBHIP COMPANY

TO NEW YORK

JOHN GIBSON ...... CAPTAIN YOUNG, R. C. RNIGHT..... saving pier No. 12. N. R., New York, and foot

WEDNESDAY AND SATURDAY. Freight received every day during business hours, and carefully kept under cover.
The steamers of this line new connect with Alexandria and Orange Railroad. Freight forwarded to any point along the line of the road.
AGENTS—MORGAN, RHINNHART & CO.,
POOT 6 street, Washington, D. C.
BOWEN, BRO. & CO.

Alexandria, Va.

H. B. CROMWELL & CO.,

S6 West street, New York.

NEWYORK WASHINGTON

AMBRIP COMPANY. (OLD LINE,) TORK, ALEXANDRIA, WASHINGTO

OCEAN STRAMERS

ANN ELIZA. Regular Sailing Days TUESDAYS and FRI-DAYS, at 12m., from foot of High street, George-town, and Pier 15, East River, (foot of Wali street,) New York. For freight or passage apply to—

town, and Fier in, age apply to—
For freight or passage apply to—
C. P. HOUGHTON, Agent,
foot of High street, Georgetown.
M. ELDHIDGE & Co., Agents,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
Freight received constantly and forwarded to
all parts of the country with dispatch, at lowest
rates.

A DAMS EXPRESS COMPANY, OFFICE 514 PENN. AVENUE, WASHINGTON CITY, D. GREAT BASTERN, NORTHERN, AND WESTERN EXPRESS FORWARDERS.

EXPRESS FORWARDERS.
Morebandies, Money, Jewelry, Valuables, Notes,
Books, Books

pany has Agencies in the principal rativery towns in the English offices are NORTHWEST. Its principal offices are Waishington, D. C., NEW YORK, BOSTON, FMILADELPHIA, BALTIMORE, CINNATI, ST. LOUIS, LOUIS, VILLE, LEXINOTON, Connections are made at New York and Boston with lines forwarding to the Canadas and to the British Provinces, and with steambly lines to Liverpool, Southampton and Havre, and thence by Ratopean expresses to all prominent commercial towns in Great Britain and on the Continent, Colfection of Motes, Drafts and Bills made at all so-results parts of the United States.

Q. C. DUNN, Agent, Jell. Washington, D. C.

LAW OFFICE, No. 258 F STREET, n Thirteenth and Fourtcenth

WASHINGTON, D. C.

c, a. auspt, A. s. surann Late of the Pay Depart's. Late Capt. 95 N BUNDY & GURNER

225 Pennsylvania avenue, (opposite Willard's.) ORDNANCE, QUARTERMASTERS,

COMMISSARY, BOUNTY,
BACK PAY PRIZE MONEY, RORSES LOST OR KILLED IN SERVICE, and all Claims against the Government speedily collected and promptly remitted. Money advanced to Officers during sattlement.

LOSE, CORBETT AND MONROE.

CLOSE, COME

JAMES T. GLOSE,
Late Colonel 16th Va. Vel.,
F. E. GORBETT,
of New York,
W. A. MONROE, E.
Late of War Dep ATTORNEYS, U. S. CLAIM, BEAL ESTATE AND INSURANCE AGENTS, SOLICITORS OF PATENTS,

Opposite Willard Washington, D. C.

ROBERT LEECH,

(Late Solicitor of the Office of the Anditor of the Treasury for the Post Office Department,) ATTORNEY-AT-LAW AND SOLICITOR OF CLAIMS. CLAims,
Office, 476 Seventh street,
Opposite the Post Office Department,
Washington, D.

JOHN B. WHERLER. WILLIAM E. BRYANT.

JOHN IS, WHEELER & CO.,
Real Estate Brokers and Attorneys for Claims
against the United States. Office-500 Seventh
street, between D and Estreets, second story, F.
O. box, \$21, Washington, D. C. City Property,
and Maryland and Virginia Farms bought and
sold on commission. Rafarcaces: Elchard Wallach, Eq., Mayor of Washington; Geo. A Bassett,
Esq. Clerk Com. Ways and Means, House of Rep.
Win, H. West, Esq., Chief Clork Treas. Dept.
Mesers. Perry & Bro., merchints

JOHN JOLLIFFE, ATTORNEY AND COUNSEL LOR AT LAW.

Attends especially to claims woon the Unite

JOHN R. HLVANS & CO.

ED WARD LYCETT.

BOOKBINDER,

Books bond in every style—Turkey, I

THE EIGHT-HOUR MOVEMENT. Report of a Committee of the Massa-chusetts Legislature.

nour movement at this time, we print below a report made by a joint special committee of the Massachusetts Legislature, at its last session. The resolution appended to the report was passed, and a commission appointed who will report to the legislature at its next

The subject of reducing the hours of labor tated for many years, both by capitalists and laborers, and as early as the year 1802 it became the subject of legislation, by an Act of Parliament for the "preservation of the health and morals" of those employed in cotton and other factories. In 1833 still further legislation was added by an Act limiting the hours of labor to not more than 12 hours per day It need scarcely be said that the subject was fully discussed, and that it was deputation all the said of the said that the subject was fully discussed, and that it was deputation all the said an arrangements.

day It need scarcely be said that it was deject was fully discussed, and that it was denounced as an imnovation, alike dangerous to
the wealth and government of the country.
Notwithstanding the gloomy predictions expressed, the law was found to work admirably,
producing so marked an improvement both
in the condition and character of the operatives, and the amount of the work accomplished, that atill further advance was taken
in legislation, and in 1847, an Act of Parliament was passed, still further limiting the
time of work to ten hours a day.

It is unnecessary, in this connection, to
give a bistory of the movement in Eugland,
other than to say that the condition of the
laborer was so low in the scale of social and
moral standard that they were fast verging
into the "dangerous classes" of society;
and that the self-interest of the large unnufacturers was convinced by experience, that
it was more profitable to work 10 hours than
it was nore profitable to work 10 hours than
it was nore profitable to work 10 hours than
it was nore profitable to work 10 hours than
it was nore profitable to work 10 hours than
it was nore profitable to work 10 hours than
it was more profitable to work 10 hours than
it was more profitable to work 10 hours than
it was more profitable to work 10 hours than
it was more profitable to work 10 hours than
it was more profitable to work 10 hours than
it was more profitable to work 10 hours than
it was more profitable to work 10 hours than
it was more profitable to work 20 hours
and so fittees.

more particularly the working men themselves. We are, however, behind ling-land in legislation, and perhaps, in public opinion, upon the subject; certainly, in Mas-sachusetts, we have had no legislation in re-gard to it. In 1859, in consequence of agi-tation, a committee was appointed by the Legislature to inquire and report what legis-lation was necessary for the limitation of the hours of these sections of the lation was necessary for the limitation of the hours of labor, particularly in the manufacturing companies incorporated by the State. The majority of the committee reported "inexpedient to legislate." A minority presented a very able report, accompanied by a bill, limiting the hours of labor, in chartered corporations, to eleven hours, during 1830, and from the first day of July, 1831, to ten hours per day. The bill passed the Housaiter a somewhat animated discussion, but was defeated in the Senate. This was the only attempt made at limiting or defining the hours of labor within the Commonwealth.

he nouse we wealth.
But although there has been no legislatic but although there marked and radio

only attempt made at limiting or defining, the hours of labor within the Commonwealth. But although there has been no legislation, yet there have been marked and radical changes in regard to the hours of labor. A marked change and improvement has already taken place. In 1850 the demand was for ten hours, because the operatives worked from twelve to fifteen hours daily; and though the attempt at law failed, yet, owing to the demands of labor, and the enlightenment of public opinion, the present system of ten hours was secured. This is now very generally in use—the only exceptions being in manufacturing towns and corporations—where they now require men, women, and children to work eleven hours daily—one hour more than in England—a disgrace, in our opinion, to Mussachusetts, and an outrage on humanity.

In the hearings before our committee, the testimony and the demand was unanimous for a still further decrease of the hours of labor; praying for a limitation, by law, of eight hours as a legal day's labor. It will thus be seen that this movement is progressive, or, as some may think, aggressive. Already, in this country, some four hours have been stricken from daily toil; and yet it is now sought to still further trench upon the industry of the community, by taking from it two hours of time and production. Will the industry of the land bear this? The testimony of these who appeared before us, and who represented and spoke the sontiments of thousands of their fellow-craftsmen, domon-trated, to our satisfaction, that not only could the productive industry of the country bear this, but even more than this. Nay, more, they claim that it will add to the productive industry, and a better quality; and they would be of incalculable value to the world. The unanimous testimony of every person who appeared before the committee, we are satisfied that not only will labor be benefited by the change, but capital also. It was shown by testimony of a very strong character, that many and great improvements which would be of incalcul

But there is another view of the subject, which is even more important to us as a people than the mere increase of wealth, or the perfection of the mechanic arts.—the protection, preservation and advancement of man. In this view, we feel that there is a solemn duty and responsibility resting upon us, and that we are called upon to atone for our apathy of the past by early and carnest action of the future. We have been surprised at the developments which the investigation at the developments which the investigation has produced. No subject which has been before a committee of this Legislature has elicited nore important facts, or arealemed a more lively or general interest—an interest of the most numerous class in the communi-ty, and one which has but too seldom, in our JOHN R. HLVANS & CO.,

57 Louisians aveaue and 803 C street
WASHINGTON, D. C.,

WASHIN

and in the increase of wealth and material prosperity; yet Max, the producer of all thetes.—"the first great cause of all," was the least of all, and least understood.

The result of this prosperity of which we boast. and which should be a blessing to us to boast. and which should be a blessing to us of ... has a tendency to make the condition of the working man little else than a machine, with no thought of aspiration higher, in the language of one of the without the language of one of the within a time left us for improvement of mind or soul. Is it surprising that we are degraded and ignorant?" Said another, "I have a son; and sooner than see him a mechanic, to and with a low and degraded social standard, and with a low and degraded social standard. I would see him in his grave." This is the spirit and language of all who have appeared before us. It was painful to listen to the unanimous evidence showing a steady demoralization of the men who are at the butter working by the day was about three-butters and decay in the imperishable and immortal—man. And yet such was the evidence presented tous. Instead of that man, we have vant of confidence and growing ignore and sturdy independence which once distinguished the mechanic and the working man, we have cringing servillity and suplinenses. Instead of self-respect and intelligence, we have want of confidence and growing ignority. Instead of a desire to enter the mechanic of the mechanic of the mechanic of the consciousness of ineas are also and the working man, we have vant of confidence and growing ignore we have want of confidence and intelligence, we have wa

chanic arts, we have loating and disgust of their drudgery and degradation. Instead of labor being the patent of nobility, it is the badge of previews.

The committee are constrained to say that The committee are constrained to say that from a patient and careful consideration of the subject, they are satisfied that if we would avert national calamity and decay, loss of industrial science and strength of execution, preserve the health, life, and virtue of the people, secure to ourselves and transmit to our posterity the priocless blessings of liberty and self-government, we must awake to the importance of this subject; and if not in the spirit of philanthropy, at least for self-protection, do justice to it. "Ill fares the land to hastening ille a prey," Where wealth accumulates and mes decay." The subject is one of vast importance to the people of our Commonwealth. Importance in every aspect in which it may be viewed, it is paramount, in our opinion, to any other

tement depend the best interests of the Ghurch, the State, and the individual man. The times in which we live clothe this subject with a new and peculiar significance; while our institutions—their purity, preservation, and perpetuation—demand of us an immediate and just investigation and recognition of its claims upon us as legislators and as men. The first duty of the State is to protect itself; to guard the interests of society by suppressing that which is evil and detrimental; and protecting and fostering whatever will conduce to its prosperity. The State is composed of MEN, and the interest, progress, and advancement of man is the foundation upon which the State rests. If the State is to recognize this great principle of manhood. Laid upon that foundation, the State is endering and immortal.

In view of the late moment at which the Committee was appointed, and want of time, both Committee and Legislature, to give this subject the attention which it deserves, we would report the accompanying resolution.

Resolved, That a commission, to consist of free, be appointed by the Governor—without compensation—to collect information and statistics in regard to the hours of labor; the condition and prospects of the industrial classes, with such other information as they may deem proper, and report the result of such investigation to the next Legislature, for its action.

A. M. Hoe, Tauntun;

such investigation.
for its action.
A. M. Ios, Taunton;
J. Merria, jr., Wordester;
Martin Grippin, Boston;
of the Senate. MARTIN GRIPPIS,

E. H. ROGERS, Chelsea;
C. R. M'LEAN, Boston, 23 Liverpool st.;
GRORGE L. SAWEN, Natick;
GEORGE W. PAYCH, Marblehead;
J. W. MAHAN, Boston, 33 Hanover st.;
HERSEY SHORTLE, Provincetown;
REUBEN BOYSTON, Westborough;
of the House.

Massachuset

Hearing Before the Massachusett State Commission.

State Commission.

The Boston Advertiser of yesterday says:

"The commissioners appointed under a resolve of the last legislature, to consider the expediency of legislation upon the subject of the hours of labor, held a hearing at the State House yesterday forenoon. The chair the hours of labor, held a hearing at the State House yesterday forenoon. The chair man of the commission, Rev. Wm. P. Tilden of Boston, presided, and stated in his open ing remarks that the hearing would be accupied exclusively by the statement of facts, and any arguments which goultemen might desire to submit would be beard at a subsequent session.

and any arguments which gentlemen might desire to submit would be beard at a subsequent session.

"Mr. Robert Bowers, a dress tender in one of the Lawrence mills, stated that the regular hours of work at Lawrence are eleven per day, with three-quarters of an hour at moon for dinner. The rate paid per hour for overwork is about ten cents in addition to the regular pay, which is about seven dollars a week. Where a great many children are employed, about three months out of the year are devoted to their schooling. The average proportion of the wages of children to that of the adults is one-third. In respect to the injurious effect of the long confinement upon the children, he said that any one who would go to the gates of the mills, and look into the faces of those children, could see it plainly. A great portion of the children employed are as young as ton years. Many of these are worked nights. The proportion of wag, of the men to that of the women is about three-lourths, and the price of hoard the same.

"Mr. Rowers then read autrents from left."

f board the same.
...Mr. Bowers then read extracts from let ters received from medical authorities, in which they state that our factory operatives are overworked, and that the effect upon the female portion is highly lujurious. The in-turuse temperature of the room, the long confinement and loss of needful recreation, cause thousands to go down to prematur-graves. The time gained by the reduction of the hours of labor will not tend to in of the hours of labor will not tend to in-crease vice and crime among the operatives, but on the contrary will improve them intel-lectually and spiritually. Many under the present system attend evening schools. The law that prohibits employers from working their female adult operatives over ten hours a day should not be made to affect male adults. The usual temperature in the spin-

appropriation for the purpose of obtaining special statements.

"Dr. Bowditch thought that the subject should be investigated by the State in the same manner as the census is taken, and not by an unpaid commission.

"After some general discussion upon the best methods of obtaining statistics, the commission adjourned to Monday evening, October 30."

Tau Chicago Republicans says:
Wade Hampton has been elected Governor of South Carolina. This is neither unnatural nor surprising. He is not only a rebel, but a representative rebel. The greatest slaveholder in the South, and the most resolute and unsparing military leader that South Carolina contributed to the rebel army, he was the last among the Generals who fought under Johnston to abandon the contest and surrender to the forces of the United States. His election is both more insalting and more instructive to the loval insalting and more instructive to the loval

contest and surrender to the forces of the United States. His election is both more insulting and more instructive to the loyal people of the Union than even that of Gen. Humphreys in Mississippi. We should say that it would not much improve the chances of the State at the bar of Congress. Under these circumstances the President has very properly nutified Provisional Governor Perry not to give up his office for the present.

A NEW OBLEANS correspondent of the Mobile Register says: "The nomination of H. W. Alien for governor is really a more serious thing than I supposed. When the first announcement appeared it was thought to be merely a compliment to the ex-Governor, now an exile in Mexico; but it seems that the nomination was a well-tonsidered matter. Instead of being the work of unknown and unauthorized persons, exactly the reverse is Instead of being the work of unknown and unauthorized persons, exactly the reverse is true. I learn that he will be a regular can didate for the governorship, and that he has good backers in the canvass. One faction of the national Democratic party is at the bottom of it. When Governor Wells accepted the nomination of the Conservatives, and announced, after pledging himself to the Democracy, that he would not be a party candidate, is created a division of the party—one faction being in favor of his course, be lieving it would actitle the troubled waters of lieving it would settle the troubled waters of political strife; the other faction favoring an mmediate repudiation of him and his prin-ciples, and the nomination or another candi-

date.

"Gon. Beauregard was first talked of, but the positive assurance of his friends that he would not permit his name to be used, stopped this, and Allen was brought forward. The intention is to run him as an independent eandidate, ignoring the nomination of Wells, whose acceptance of the Conservative platform, they say, absolves the Democratic party from all obligations. Some members of that party are highly indignant at his course, and blame him for deserting his friends, and sneer at his perceptive faculties when he says he can see no difference between the two platforms. The True Delta comes out boldly for the new candidate, and contains a sprightly editorial article advocating his claims to the office, saying that he has others beside being wounded in the war."

Galnewills, Hall county, Ga.—Joseph R. Boone postmaster, vics J. D. O'Connoz. Renwick, Lee county, Ga.—F. H. Cheeves, post-Caliman, Brooks county, Ga. -Jesse T. Davis, nostmaster.
Fairburn, Campbell county.—C. A. Harvey,
sostmaster, vice W. F. Landrum.
Morgan, Calhoun county, Ga.—Wm. G. Pierce,
sostmaster.

CAYOUR ON EXPREME MEASURES. ... What over you call your policy, it has no value ex-sept as it carries out your object.

The men of energetic measures are no noveity in the world. Every period of transi-tion has known them, and bistory teaches us hat they have never succeeded in anything

one they have never succeeded in anything except sometimes in forming the subject of a romance, sometimes in ruining the most im-portant interests of humanity. The more they despise the ordinary paths of nature, the less chance they have of success. In truth, what has always ruined the most noble and just of revolutions? It is the nania for revolution methods—"by men who funcied they could render themselves inde-pendent of the every day laws of nature."

It is the general opinion of those who have At is the general opinion of those who have the best opportunity of judging correctly, that the high prices of cotton will cause the most energetic efforts to be made for its production next year. A great many obstacles now existing will disappear in part by the coming spring, among them the labor trouble; and estimates of production made at present cannot, therefore, be in any respect relied upon, as they are manifestly not based on the idea of improving circumstances. ipon, as they are manifestly not be be idea of improving circumstances.

Some parts of rebeldom confess themselves overpowered, but not whipped. From a letter we have from Upper Georgia, we judge the people there don't even acknowledge to being overpowered. They are bragging that by the first of Novembor they will have things their own way, as the troops are to be removed at that time, and that no d—d Yankee shall stay there, as the country will be made too hot for them to stay. Nakville Union.

Disperse, in his Civil Palicy, ways, the

man can submit to long-continued and rigorous fasting without becoming the subject of hallacinations; and the more he enfeebles his organs of some, the more vivid in the exhibition, the more profound the illusion."

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN

Mail subscribers, 84,00 per annum; 82,0 six months, and \$1,00 for three months, flugis copies, 5 cents. THE WREELT -NATIONAL REPOSITION IS pub-labed every Friday morning: One copy one year, \$1.00; Three copies one year, \$0.00; Ton topies one year, \$15.00.

story of an incident of the recent Episcopal Con-vention in that city. A party of five clargymen set out to attend the inauguration exercises of set out to attend the inauguration excises of the American Disloy Convention, which were, as they understood, to be held at the Academy of Music. The place of smeeting had been changed to another hall, but of this they kney nothing. Considering themselves entitled to seats on the platform, the reverend gentlemen entered by the siage door. They walked rapidly by the door-keeps—who mistook one of them for Edwin Forrast—and said "good evening," and were astonished to find themselves between two lines of soldiers in paper holmets. "Make less noise, or you"ll be heard in front, "said a graff seeme-shifter, and the unhappy clergyman discovered Mr. and Mrs. Charles Koan were playing Ramict and Gertrude close heatic them, and that only a thin canvas partition separated them from actors and audience. Of course, hep heat a hasty retreat, just in time to avoid having their black coals and white ties exhibited to the assembled thour ands by a change of the seenes.

Jackson Haines, the American genter, the American Union Convention, which were, as

JACKSON HAINES, the American skater, naving for partner a young princess, the nices of the Emperor. He also received a gift of a liamond ring from Alexander It.

PROPOSALS FOR INDIAN GOODS

DEPARTMENT OF THE INTERIOR, OFFICE OF INDIAN AVFAIRS, WASHINGTON, D. C., October 28, 1860.
SERIES Pruposals, endores Proposals for 1s-dian Goods, 'will be resolved at the office of Indian Afairs until 13 o'clock, m., on SATURDAY, the eighteenth day of November next, for furnishing, in the quantities therein given, the articles named in the following list:

FIRST CLASS—MACKINAO BLANKETS.
2-DOIN WHIS BLANKETS.

saved List Stue Cioth, 2,000 yards.
Saved List Scarlet Cioth, 3,000 yards.
B-4 Cotton Shawls, 20 dozen.
B-4 Cotton Shawls, 20 dozen.
B-4 Woulen Shawls, 30 dozen.
Lines Thread, 200 lbs.
Cotton Thread, 200 lbs.
Cotton Thread, 200 lbs.
Cotton Thread, 200 lbs.
Turkey Red Oil Callee, 2,000 yards.
Hue Denting, 5,000 yards.
Hue Denting, 5,000 yards.
Hue Denting, 1,000 yards.
Shirting Stripes, 1,000 yards.
Shirting Stripes, 1,000 yards.
Shirting Stripes, 1,000 yards.
Satinets, 200 yards.
Satinets, 200 yards.
Satinets, 200 yards.
Satinets, 200 yards.
Shirting, 1,000 yards.
Hokey Shirting, 8,000 yards.
Brown Sheeting, 4-4, 6,000 yards.
Brown Sheeting, 4-4, 6,000 yards.
Lineys, 2,000 yards.
Assorted Financis, 2,000 yards.
Lineys, 2,000 yards.
Financi Shirts, 1,000.
Calleo Shirts, 1,000.
Calleo Shirts, 1,000.
Calleo Shirts, 1,000.

Hand haw Files, 50 doses.

Camp Kettles, 50 doses.

Camp Kettles, 50 doses.

Camp Kettles, 50 doses.

Short Handled Frying Pans, 500.

Axes, to weigh from 4 to 3 pounds, 20 doses.

Half Axes, to weigh 5/2 pounds, 20 doses.

Iron Tablespoons, 50 doses.

The articles to be furnished must, in all respects, conform to and be equal with the Government examples in this office, or with samples accompanying the bids.

Bidders, particularly in the department of bisakets and clothe, are invited to furnish samingles with their proposals. They are required so to do in connection with bids for the following-animal articles: Brown Brillings, Shirting Stripes, Salinste, Piad Liuweys, Hickory Shirting, Checks, Stripes and Plaids, Liuweys, Flannels, assorted, Viannel Shirtin, Calleo Shirting, Sharting, Checks, Shirting Stripes, Checks, Shirting Shirting, Shirting, Shirting, Checks, Shirting, Cotton Shawle, S-4 Woolley, Bland Axes and

Shawls, Lines Thread, Cotton Thread, Axes and Half Axes No bids for less than an entire class of the ar-ticles specified will be someldered.

Half Axes

No bids for less than an entire class of the articles specified will be considered.
All articles furnished under contract will be rigidly inspected and compared with the samples by an agent or agents appointed for that purpose, Such goods or articles as may in any respect fail to conform to the samples, will be rejected, and in that case the contractor will be bound to furnish or the contractor will be bound to furnish others of the required kind or quality within three days; or, if that he not done, they will be purchased at his expense.

Payment will be made for goods received on involces thereof, certified by the agent or agents appointed to inspect them.

The right will be reserved to require a greater quantity of any of the articles manned than that apocified in the above schedule, not exceeding three times the amount thereof, or to take any less quantity of the same, at the prices proposed. Any of the bids, or any parts thereof, may be rejected at the option of the Department.

No bids will be considered from persons who have failed to comply with the requirements of a former contract with the United States, or who are not manufactures of, or wholesale dealors in, the required articles.

Proposals must embrace the articles with the quantities thereof, as set forth in the above schedule, with the prices annexed to each my abid prices and amounts must be so given whost the amounts must be carried out and food that appries and amounts must be so given when the prices there are not fine and the prices there are not fines the prices there are not formatically and amounts must be so given when the prices there are not fines and the prices there are not fines the prices there are not fines and the prices there are not fines an

Bonds will be required in the amount of the bid for the faithful performance of the centract, with two or more aureties, whose sufficiency must be certified to by a United States Judge of District Attorney.

No proposal will be considered that does not attrictly conform to the farms and directions of this advertisement.

DAN COULEY.

OCTI-Siwinovis Gummissioner,